

22 July 1954

Mr. C. J. W. Hill
F. I. C., EEC Monitoring Service
Caversham Park, Reading,
Berkshire, England

Dear Charles,

I was happy to learn via your 8 June letter that a trip to the United States had been approved for you. We will be happy to have your visit and I welcome the opportunity to again exchange ideas with you.

Your plan to arrive on or about 12 September fits in well with our schedule. Since I must go to Santa Rosa on other matters this fall, I shall accompany you there and will stay on for several days after you depart for New York City and London.

When you give me your actual arrival and departure dates and advise me which of the suggested plants you want to visit, I will arrange the details for the individual visits. I included a visit to the Philco plant in Philadelphia which manufactures TV sets on an assembly line basis because I thought you would enjoy seeing a large industrial plant assemble electronic gear. I feel two days in the Washington area offices will be ample. Please advise me which type, Air Coach or First-class, air travel you will get tickets for so that I may do likewise.

I hope your multicoupler has arrived safely and that it is back in your hands by now. I want to thank you for loaning it to us for test and evaluation. Although we did not conduct a thorough laboratory evaluation (we evaluated your report on it), we did determine that it gave us no operational advantage for the cost involved. But we can discuss this subject further when you are here. Also, I had occasion to discuss Selectors with McLaughlin here about a month ago, and he was sorry to hear your operational people were disappointed in the MCL50. We have tested it on the West Coast and found it very good. McLaughlin suggests that perhaps

your operators are failing to retune their receivers after the side band is selected. The usual procedures of zero beating the carrier and then lopping off the heterodyned side band is not appropriate procedure when using the WEL50. One must continue on by retuning the receiver for maximum signal response from the remaining side band. Your operational people may already be using this procedure, in which case, my apologies for passing it on. McLaughlin would like to see us. He will have a laboratory model of a broadband receiver with built-in selector and automatic frequency control to show us.

I'll await your reply and thence your visit, with pleasure.

Sincerely,

STAT

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**Tentative Itinerary for Mr. Hill's visit
to U. S. in September 1954**

STAT

<u>Date</u>	<u>Item</u>
Sun. 12 Sept.	Arrive in New York (NY) and Register in Hotel.
Mon. 13 "	Met by [] about 10:00 A. M., visit Hammarlund plant in afternoon.
Tue. 14 "	Visit Crosby plant in morning and Radio City in afternoon.
Wed. 15 "	To Bridgeport, Conn. to visit Dictaphone plant and return to NY.
Thur. 16 "	Rail to Philadelphia to visit Philco plant in A. M. Train to Wash., D. C. in afternoon.
Fri. 17 "	Washington office in A. M. and Hedgeneck in afternoon.
Sat. 18 "	Washington sites A. M. Open afternoon. Cocktail party at [] in early evening.
Sun. 19 "	Open
Mon. 20 "	Washington office
Tue. 21 "	Fly to Los Angeles (LA), California
Wed. 22 "	Visit McLaughlin plant in morning, fly to Santa Rosa (SR) in afternoon.
Thur. 23 "	Visit SR
Fri. 24 "	Visit SR and take evening flight from San Francisco (SF) to NY.
Sat. 25 "	Arrive NY about noon and sail for England in late afternoon.

Possible changes to above Itinerary.

STAT

1. Drop visit to Philco plant on 16 September and fly to Washington from NY on evening of 15th. Change ticketing accordingly.

2. Drop visit to McLaughlin plant on 22 September and fly to SF instead of to LA on 21st.

This will allow either:

- a. Day later departure from Wash. to SF.
- b. Day longer visit at SR
- c. Day earlier return to NY to meet sailing schedule.

Change ticketing accordingly.

TICKETING

(Keyed to dates on Itinerary)

1. Day Coach train ticket to Bridgeport, Conn. from New York City and return for 15 Sept. Time of day open.

2. Day Coach train ticket from New York City to Philadelphia and then on to Washington, D. C. for 16 Sept. Time of day open.

2a. If visit to Philco plant is dropped out, get round trip air ticket from New York (NY) to Wash. to west coast and back to NY from San Francisco (SF).

3. Air ticket to Los Angeles (LA), California, to Santa Rosa (SR), to SF to NY. Get round trip ticket Washington to LA to SR to SF to NY. Lv Washington in A. M. of 20 Sept., arriving in LA same day. Get ticket for Southwest Airways from LA to SF to SR to SF; LA to SR for 22 Sept. and SR to SF for 24 Sept. Time of day open. Get ticket for departure from SF for NY for some time after 9:30 P. M.

3a. If visit to McLaughlin plant is dropped out, get ticket from Washington to SF, etc.

Comments

A. Air tickets may be purchased in England for open dates and specific flights can be booked here.

B. Total rail, taxi and bus fares will probably run under \$50, depending on itinerary set up.

C. Consideration may be given to use of "Air Coach" flights, which generally cost 20 to 30 percent less than first-class air travel. Primary differences between the two are that "Air Coach" flights are often available only at somewhat less convenient times and free meals are seldom served on board such flights.

THE BRITISH BROADCASTING CORPORATION

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F.B.I.S.,
2430 E Street, NW,
Washington 25, D.C. 28th July 1954

Dear Alan,

You will remember that when you were here you kindly agreed that Hill, our Engineer-in-Charge, should visit Washington and Santa Rosa in September. The purpose of this note is to let you know that Hill has been formally cleared for this assignment.

Yours sincerely,



J.T. Campbell